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COUNTRY	LITHUANIA	25X1
SUBJECT	Road Data - Darbenai, Skuodas, Ylakai, Salantisk Vicinity	15 FEB 1971 2 25X1
THIS IS UNEVALUATED INFORMATION		
1. A number of loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Darbenai, Skuodas, Mosedis, Salantisk, Ylakai, and ... More loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Berzuras, Sates, Klauksiai and ... 25X1 2. The above dirt roads were classed as principal dirt roads. The roads ran to the Latvian-Lithuanian border. The dirt roads which were near the ... tracks railroad line which ran north and south were also heavily traveled. Farmers brought their wares to the railroad line to be shipped. 3. The roads had a natural sand-clay foundation. The villagers and farmers periodically threw gravel and sand on the roads in order to form a ... top layer. However, during the spring thaw or rains, the dirt roads would become deeply rutted, potholed, and uneven which made the travel ... the dirt road and travel alongside. The villagers and farmers constantly regraded and resurfaced the roads using old-fashioned horse-drawn wooden graders. 4. The principal dirt roads were from four to six meters wide. They were crowned for easy drainage, but the roads did not have any drainage ditches running alongside. The terrain through which these roads ran was hilly and sandy. 5. A number of secondary dirt roads (No 935 on legend) ran in the same vicinity as the principal dirt roads. They were also from four to six meters wide. At one time these had been cart tracks and trails which were used for short cuts and inter-village or farm communications. 6. The majority of the secondary dirt roads ran through swamps and marshes. It was very difficult for any heavy vehicle to travel on these secondary roads during the rains or spring thaws. However, a horse and wagon could make it but the going would be tough. Occasionally the farmers and villagers repaired the holes and deep ruts but the repair work was poor. 7. A number of cart tracks (No 945 on legend) ran through the woodlands, which were located near Darbenai, Grankiskis, Mosedis and vicinity. Lumber was hauled		

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25X1

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out of the woodlands either to be used locally or hauled to the single railroad track line to be hauled away.

8. The cart tracks were approximately three to four meters wide. They were occasionally repaired by the foresters. The cart tracks were capable of bearing heavy traffic when the ground was frozen in winter and during the dry season. The cart tracks were not crowned for drainage, nor did they have shallow drainage ditches running alongside.



25X1

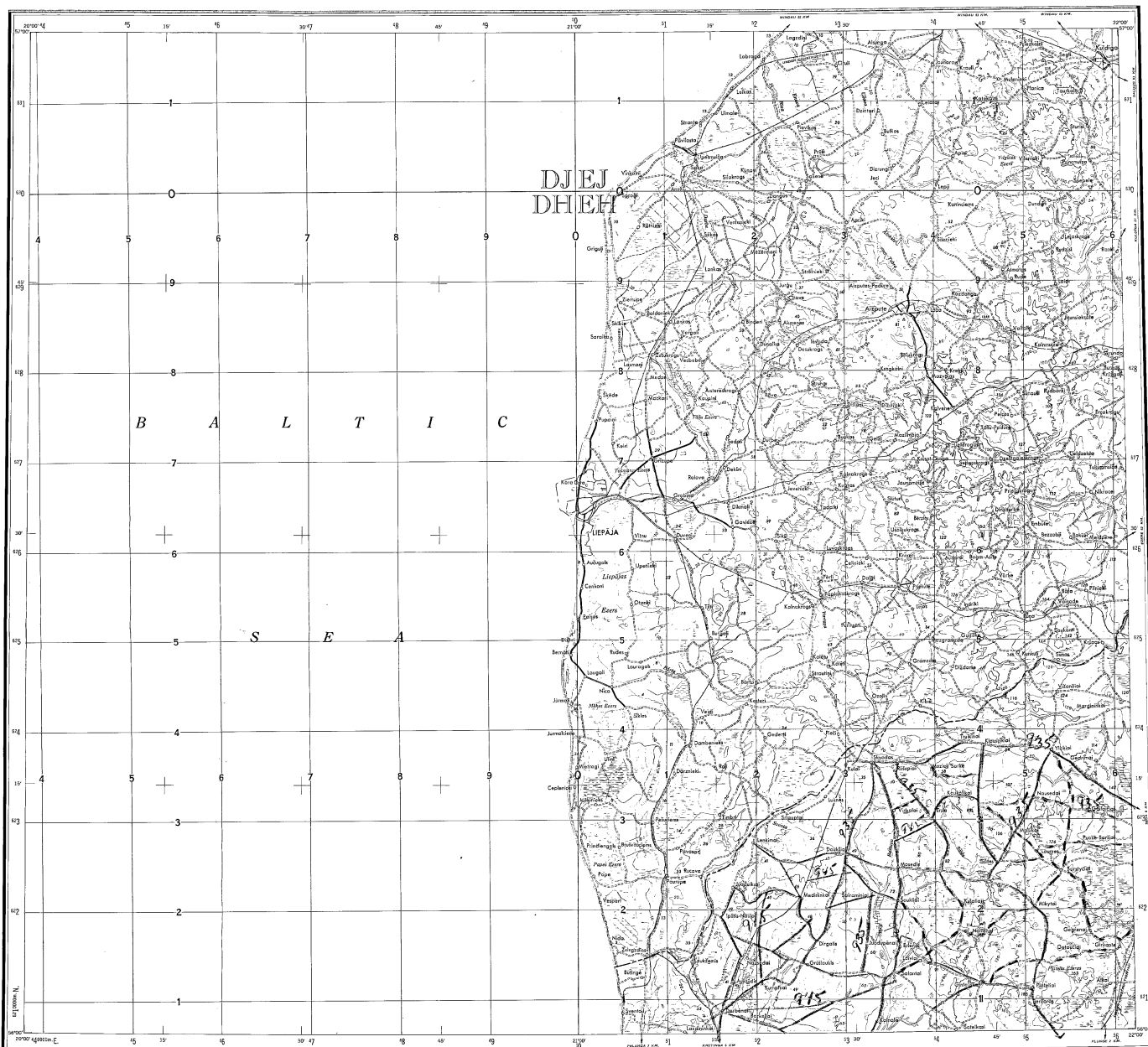
C-O-N-F-I-D-E-N-T-I-A-L

EASTERN EUROPE 1:250,000

LIEPĀJA

EDITION 3-AMS

NO 34-11
A.M.S. SERIES N501



A.M.S. N501

Edition 3-AMS

Prepared under the direction of the Chief of Engineers by the Army Map Service (LUL), War Department, Washington, D. C. Compiled in 1947 from U.S.R.S., 1:100,000, General Staff of the Red Army, G. 34-138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943,

[illegible]

Scale 1 250,000

ROAD DATA - *LEGEND*

- Hard surface, all weather road, two lanes wide, 6 - 8 meters 229
- Hard surface, all weather road, one lane wide, 3 - 5 meters 23
- Loose surface, all weather road, two or more lanes wide, 5 - 8 meters 203
- Loose surface, all weather road, one lane wide, 3 - 5 meters 209
- Loose surface, dry weather or dirt road Principal 73

Dark tracks (more than 1.5 and less than 2.5 meters)

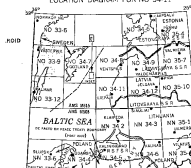
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Trails (less than 1.5 meters)

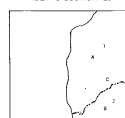
Dual highways (Superhighways)

Note: Label those roads exactly 8 meters or wider.

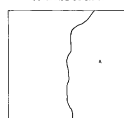
LOCATION DIAGRAM FOR NO 34-11



INDEX TO BOUNDARIES



COVERAGE DIAGRAM

LIEPĀJA, LATVIA
LITHUANIA

25X1